
CERTALERT

ADVISORY*CAUTIONARY*NON-DIRECTIVE INFO
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TO: AIRPORT CERTIFICATION PROGRAM INSPECTORS

TOPIC: Loading Bridges or Jetways at FAR Part 139 Airports

The purpose of this **CertAlert** is to make you aware of an issue that was raised in the Aviation Security Advisory Committee regarding loading bridges or **jetways**. Although loading bridges are not addressed in FAR Part 139, these bridges are generally found only on airports certificated under Part 139. For this reason, it is important that you be familiar with this issue and the agency's position on it.

Some airports have access controls on the doors leading from the loading bridge to the terminal building. If an emergency occurred that required an evacuation of an aircraft at the gate, people leaving the aircraft would be unable to open the door to the terminal building.

Some of the access controls in question may have been installed as a result of FAR Part 107. However, others may have been installed on the initiative of the airport operator or airlines to deter theft, limit access from the ramp to the terminal building, etc.

The FAA's Assistant Administrator for Civil Aviation Security, General O.K. Steele, has stated that such controls are not necessary for compliance with Part 107 and has directed all security field offices to remove any language from airport security programs that requires access controls on the subject doors.

The National Fire Protection Association has issued NFPA 417, Standard on Construction and Protection of Aircraft Loading Walkways. Paragraph 2-2.6 of this standard states:

Any door in the egress path through the loading walkway to the terminal building shall swing in the direction of egress from the aircraft towards the terminal building and shall be equipped with panic hardware on the aircraft side.

Advisory Circular 150/5360-13, Planning and Design Guidelines for Airport Terminal Facilities, provides guidelines rather than standards for the construction of terminal facilities and are applicable when Airport Improvement Program funds are used in the construction of the terminal. Acceptable standards to the FAA for terminal construction have always been based upon compliance with local building and fire codes. This circular currently does not address the issue of access controls on loading bridge doors.

FAA POSITION

-The FAA believes doors between loading bridges and terminal buildings should comply with the aforementioned paragraph of NFPA 417. A change will be made to AC 150/5360-13 to reflect this paragraph.

-The FAA urges airport operators to review each of the doors between loading bridges and terminal buildings on their airports and, wherever necessary, initiate action to bring these doors in compliance with NFPA 417 when such action would not violate applicable local codes.

-Where local codes may require these doors be locked, the FAA urges airport operators to work with the organizations responsible for the local code to reevaluate the emergency egress aspect of the loading bridge.

-Modification of doors to comply with the NFPA standard is eligible for AIP funding if the loading bridge would be eligible. Normal procedures should be followed for requesting such funds.